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entered service
in December 1965
and by the end
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of 1966 total sales had reached 424 aircraft. The DC-9 was designed from the outset with stretched larger capacity developments in mind. The DC-9-30, -40 and -50 were stretched and Page 36/44

fitted with an enlarged wing to handle the larger fuselage. The DC-9-20 had the original -10 fuselage but was fitted with the new wing for increased hot

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incorporated into next generation commercial aircraft and the factors influencing application decisions. Based on these predictions, the committee attempted to identify the Page 42/44

design, characte rization, monitoring, and maintenance issues that are critical for the introduction of advanced materials and structural concepts into future aircraft.

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